

# THE LANCASTER NEWS.

Semi-Weekly.

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By The  
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Charles T. Connors, Editor.

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Obituaries, Tributes of respect, cards of thanks and all matter of a personal or political nature to be charged for.  
Advertising rates by the column made known on application.  
Brief correspondence on subjects of general interest invited. Not responsible for views of correspondents.

R. E. WYLIE, PRESIDENT.  
JNO. A. COOK, Sec'y. and TREAS.  
J. M. RIDDLE, JR., BUSINESS MANAGER.

Entered as second-class matter, Oct. 7, 1905,  
at the postoffice at Lancaster, S. C., under Act  
of Congress of March 3, 1879.

Saturday, January 5, 1907.

No, that noise you have been hearing recently in the direction of Catawba river is not caused by blasting at Great Falls, but by Rock Hill's citizens falling over one another in their eagerness to accept Council's proposition to allow them the privilege of reaching down into their individual pockets for the money to pay for paving the city's streets.

Are you reading the "Letters from Abroad" now appearing in The News? If not, you are missing a treat. The writer, Mr. A. M. Stack, is a prominent lawyer of Monroe, N. C., who is making a tour of the old countries. He is doubtless personally known to many of our readers. The News is paying for the privilege of publishing Mr. Stack's letters, which are copyrighted, and as he writes most interestingly and entertainingly of his travels, we trust that our readers will follow closely his series of articles, the first of which appeared in Wednesday's issue of The News. Number 2 will be found elsewhere in today's paper.

That's a centre shot the Cotton Association gives the New York Cotton Exchange. The impression has long prevailed that inferior grades of the staple—cotton unfit for manufacturing purposes—are used to depress the price of good cotton. Not exceeding one per cent. of the entire cotton crop, it is said, is of the character that is made to regulate the market value of the whole. A greater injustice was never perpetrated upon a people. Not only the farmers, but the mills and all classes and kinds of legitimate business are made to suffer for the benefit of the cotton speculators. It is high time something was being done to relieve the situation.

## THE SUBJECT OF A HOSPITAL, AGAIN.

We must confess that the suggestion of The News, repeatedly urged, that a hospital be established in Lancaster has not met with the encouragement which,

in our humble judgment, the importance of the matter merits. Still, it is our purpose to keep the subject before the people, trusting that the time will come when something will be done to secure for Lancaster one of the greatest institutions of the day, and one which the community stands in need of right now. Almost daily evidences are afforded of the very great need of a hospital here.

It is possible that one reason our suggestion has not borne fruit is because no one has felt especially called upon to take the lead in the matter. "What's everybody's business is nobody's business," we all know to be only too true when practical results are desired. We have more than once alluded to the Anderson movement for a hospital, and as the Anderson Mail this week gives a history of that movement, we here reproduce it for the information of our readers, hoping that it may at least serve as a peg upon which to hang our ideas.

The Mail says: "The Anderson Spirit" was never illustrated in a more splendid manner than in the successful efforts that were put forth last September to secure a hospital in this city.

The need for a hospital has been felt for several years. Some three years ago "The Ladies Hospital association" was formed. The women had been working faithfully toward the desired end, and had brought a very desirable lot and paid for it at a cost of \$2,000 and had several hundred dollars surplus in their treasury. Then one day last September it was decided that there had been enough talking and waiting and that the time had come to build the hospital. A committee of representative business men was appointed to canvass for subscriptions. They went to work and within less than a week had raised a little more than \$15,000—enough to erect and equip the hospital building.

All classes of people contributed liberally to the hospital fund, and the committee which had charge of securing the subscriptions said the work was a pleasure rather than a burden. Not only did the people of the city contribute to the fund but the people of the county as well, for it is recognized that the hospital will be a benefit to the county as well as the city.

The first installment of the subscriptions has been called for and paid in, plans for the building have been selected, and the work of erecting the building will start in the early spring. Before the end of the year Anderson will have a modern hospital, large enough to meet the needs of the city for years to come.

The hospital will be a credit to the city and to the liberality of the citizens which made it possible, but the greater part of the credit will always be due to the ladies, who first conceived the idea of the hospital and continued their efforts to secure it until success crowned their efforts.

It will be seen that the initiative in Anderson was taken by the ladies of the community. They raised enough to purchase a lot at \$2,000 and had a surplus of several hundred dollars on hand, when the business men took the matter in charge and raised by popular subscription the full amount required for the erection of the hospital.

What has been done in An-

derson, and in other places—some of them no larger than Lancaster, can be done here. The only trouble about the ladies of Lancaster taking the initial steps is the fact that they already have their hands full, so to speak, raising money for the Confederate monument. But is it asking too much of them to request that they just start the hospital ball to rolling and then make the men keep it going?

## Sensation in North Carolina --Governor to Prosecute a Congressman who Makes Grave Charges Against Him.

Raleigh, N. C., Jan. 2.—Governor Glenn today telegraphed to his attorney at Greensboro to have Congressman E. Spencer Blackburn, of the eighth congressional district of North Carolina, arrested on a charge of criminal libel.

This action follows charges made in a letter from Blackburn sent out from Washington, D. C., on Saturday last, in which he stated to Congressman elect R. N. Hackett, the Democrat elected in the eighth district, his grounds for contesting the election, alleging, among other things, that there had been a conspiracy in which Governor Glenn used his influence to secure Hackett's election and as a member of the State text book commission voted to put books of the American Book Company on the State list of public school books in return for which the American Book Company contributed large sums of money to corrupt the voters of the eighth congressional district, while in return Hackett was to use his influence to have Governor Glenn elected United States Senator to succeed the present Senator from North Carolina, Lee S. Overman.

Governor Glenn denounces the charge as absolutely false, as does the representative of the American Book Company.

## The Southern's New Schedules--Will go into Effect Sunday.

New schedules on the Southern will go into effect to-morrow.—The old Three C's schedule is as follows:

Train No. 113, leave Kingsville at 10:45 a. m., formerly at 11 a. m., arriving at Camden 12 noon, Rock Hill 2:45 p. m., and Marion 8:25 p. m.

Train No. 113 will wait at Kingsville for No. 29, only when they have passengers for them, starting west of Blackville.

No. 114 will leave Marion at 5:30 a. m., formerly at 4:30 a. m., leave Rock Hill at 11:15 a. m., arrive at Kingsville at 4 p. m.

Train No. 117 leave Kingsville 4:50 p. m., arrive at Camden 6:20 p. m., Rock Hill 9:20 p. m.

Train No. 118 leave Rock Hill 6:20 a. m., Camden 9 a. m., Kingsville at 10:20 a. m., as formerly.

Train No. 135 leave Rock Hill at 6:50 a. m., arrive at Marion 12:05 p. m.

Train No. 136 leave Marion at 4:20 p. m., arriving at Rock Hill at 9:35 p. m.

## Still Another Railroad Horror --Thirty-five Die in Head-on Crash.

Topeka, Kan., Jan. 2.—Thirty five persons, all Mexicans but three, were killed and bodies of 30 Mexicans were incinerated early today in a head-on collision of two passenger trains of the Chicago, Rock Island & Pacific Railroad near Volland. The wreck occurred while both trains were running slowly on a curve in a cut where the grade was steep. All the killed were in the southbound train except a tramp, who was on the baggage car of the northbound train. This tramp, a negro porter and a workman with the Mexican laborers were the only Americans killed so far as known, although a passenger says that a woman and a child were burned in a tourist car.

There were 32 Mexicans and five Americans, composing a gang of railroad workers, in the smoking car of the southbound train. Of these, 30 Mexicans were burned in the wreckage and two died later.

## Disastrous Fires over the Line in North Carolina.

Monroe Journal: On Christmas day the store house and stock of goods of Mr. I. F. Plyler, in Buford township, were destroyed by fire, the origin of which is thought to have been due to rats. The house was full of goods, and Mr. Plyler's loss above the insurance, which was \$2,000 on goods and \$5,000 on the building, is large. Nothing was saved. The house was of brick, and as the walls are still standing Mr. Plyler will try to rebuild on them.

At two o'clock on the 24th of December Mr. R. L. Belk, of Buford township, and family discovered their house to be on fire, and in a very short while they were without home or household effects. Only three feather beds, a sewing machine and some clothing were saved. Mr. Belk had a good house and his loss is several hundred dollars, with only one hundred dollars' insurance. The fire caught from the stove flue.

## Wreck Between Gaffney and Blacksburg--Fourteen Cars Piled High.

Gaffney special in the Observer: The entire line of the Southern is entirely blocked, and 14 cars from a Southern freight are piled in a cut and on the track of the main line between Gaffney and Blacksburg. The wreck occurred about noon at a point where a spur track to the plant of the Dravo Contracting Company joins the main line. This spot is near Broad river. The track is torn up for a distance of several hundred yards and cars are piled three and four deep.

Nothing can be learned as to the cause of the wreck. Great difficulty is being experienced in clearing the track and very little can be done tonight. When the newspaper reporter left the scene, no derrick had arrived, all being engaged elsewhere ap-

## Receipts and Disbursements

Of the Town of Lancaster,  
S. C., for the Year Ending  
December 31, 1906.

## RECEIPTS.

Balance from 1905	\$ 5,073.59
Taxes [5 mill levy]	1,962.58
Taxes [commutation]	308.50
License	1,818.55
Fines	1,006.30
Dispensary	197.67
Sale cemetery lots	280.00
Miscellaneous	75.00
<b>Total</b>	<b>\$10,722.19</b>

## DISBURSEMENTS.

Lighting	\$ 137.21
Streets, Pavements and machinery	4,934.28
Police	1,815.67
General running Expenses, live stock, etc.	1,199.91
Mayor's salary and clerk's commissions	565.27
Cash on hand	2,069.85
<b>Total</b>	<b>\$10,722.19</b>

I, C. D. Jones, Clerk and Treasurer of the town of Lancaster, S. C., do hereby certify that the foregoing statement is true to the best of my knowledge and belief.

C. D. JONES.

Sworn to before this  
3rd day of Jan. 1907.

F. B. Porter,  
Seal N. P. for S. C.

We, T. S. Carter and A. J. Clark, do hereby certify that we have carefully examined the books of C. D. Jones, Clerk and Treasurer of the town of Lancaster, and find the same to be correct, and that the above is a true statement to the best of our knowledge and belief.

T. S. Carter,  
A. J. Clark,  
Special Committee.

## Town Ordinance.

Be it ordained by the Mayor and Aldermen of the town of Lancaster, in Council assembled and by the authority of the same:

Section 1. That it shall be unlawful for any person, firm or corporation to allow to run loose upon any of the streets of said town or public places any horse, mule, cow or other animal.

Sec. 2. That it shall be unlawful for any person, firm or corporation to leave any vehicle, with animals hitched or unhitched thereto, upon any of the streets of said town without some one being in immediate charge thereof, or unless said animal or animals are securely hitched to a post or a weight of not less than ten pounds.

Sec. 3. That it shall be unlawful for any person, firm or corporation to feed upon any of the streets of said town any horse, mule, cow or any other animal.

Sec. 4. That any violation of any one of the foregoing provisions of this ordinance shall be punished by a fine of not less than one nor more than five dollars, or by imprisonment for not less than five nor more than twenty days.

This ordinance shall go into effect on the 1st day of January, 1907.

Ratified in council assembled this 18th day of December, 1906.

{ L.S. } C. D. Jones, R. E. Wylie,  
Clerk Mayor.

parently. A large number of laborers are engaged in an attempt to clear the track for traffic trains now being held at Gaffney and Blacksburg. Nearly all these trains have been at either Gaffney or Blacksburg for hours.

## Three Women Suffocated.

Steubenville, Ohio, December 30.—A fire that started from an overheated stove in the rear of Ira Hillman's bakery last night partly burned the upstairs sleeping apartments. Three persons were suffocated as follows: Mrs. Ira Hillman, 25 years; Katherine Hillman, 22 years; Elizabeth McCoy, 18 years.

Mrs. J. Grange and Jacob Oxemider were rescued from their rooms unconscious by firemen with ladders. They will recover.

"They like the taste as well as maple sugar" is what one mother wrote of Kennedy's Laxative Cough Syrup. This modern cough syrup is absolutely free from any opiate or narcotic. Contains Honey Tar. Conforms to the National Pure Food and Drug Law. Sold by Crawford Bros.